

INFORMATION REPORT

CD NO.

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COUNTRY East Germany

DATE DISTR 6 August 1952

SUBJECT Construction of Roads and Road Bridges

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SUPPLEMENT TO
REPORT NO. [REDACTED]

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1. In early May 1952, source [REDACTED]

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[REDACTED] that work on the
following construction projects was planned or was being carried out:

- a. Work on the new road bridge across the Oder River in Frankfurt on the Berlin-Frankfurt/Oder-Posen Autobahn continues. The bridge is designed to have a load capacity of 70 tons. (1)
- b. A new bridge across the Striegis River will be built on the Dresden-Hof Autobahn. The former bridge was destroyed during the war. (2)
- c. A new bridge over the Labe River near Rathenow will be built on national highway No 102 leading from Berlin to Rathenow. The bridge will have a high weight capacity. (3)
- d. The temporary bridge near Niedersdorf on the Berlin-Stettin Autobahn will be replaced by a permanent structure. (4)
- e. The wooden bridge across the Lade River near Neissenfelz on national highway No 91 will be replaced by a solid structure. (4)
- f. The wooden pier of the Elbe River bridge near Vockerode will be replaced by a stone pier. (5)
- g. By order of the SCD in Karlshorst, the Elbe River bridge near Hohenwarthe on the Berlin-Delitzsch Autobahn is to be reconstructed without delay. Preparations for the new structure is to have a load capacity of 70 tons. Preparation for the execution of this project are already under way. The previous Autobahn bridge near Hohenwarthe was about 900 meters long. A section of about 350 meters of the steel superstructure was demolished during the war. It is planned to start with the reconstruction of one lane of the Autobahn bridge. The demolished steel structures of the bridge are to be salvaged. (6)

2. Between 5 and 8 May, source observed that the earthworks on the Autobahn no. [REDACTED]

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CLASSIFICATION [REDACTED]

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Frankfurt/Oder were continued by a work force of about 300 men. In April, a railroad track was laid from the Frankfurt/Oder main station as far as the Oder River in order to facilitate the construction of an embankment from Buschmühlweg as far as the Oder River. (1)

3. Source observed on 25 April that the bridge across the Elbe River in Dresden on the Chemnitz-Dresden-Zwickau Autobahn was completed and opened to traffic. (7)
4. On 24 April, source learned at the Hauptverwaltung Bauindustrie (Main Administration of the Building Industry) that it was planned to complete the northern section of the Autobahn circuit around Berlin. Work on this project is to be started this summer. It is planned to move the workers who are, at present, employed on the construction of the canal to the new construction site. (1)

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[redacted] Corrections.

- (1) The planned extension to the east of the Berlin-Frankfurt/Oder Autobahn and the construction of a road bridge over the Oder River in the course of this Autobahn was reported previously. For last report, see [redacted]
- (2) It is believed that this item of information refers to the Autobahn bridge north of Potsendorf.
- (3) The Soviets who previously demanded a load capacity of 60 tons for road bridges, recently raised this demand to 30 tons. See [redacted]
- (4) This project is connected with the 1952 construction program, which envisages the replacement of temporary bridges by permanent structures.
- (5) This bridge is southeast of Dresden on the Berlin-Halle Autobahn. It was partly destroyed during the war and reconstructed in a makeshift way.
- (6) The bridge is also referred to as Rothensee bridge.
- (7) Information on the reconstruction of the two lanes of this important Autobahn bridge was transmitted previously. See [redacted]

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- 25X1A (8) This construction project, which is reported for the first time, requires confirmation. Possibly source referred to the construction of the Bernau-Grunenberge-Kremmen-Lauen highway, which has been under way since April 1952. See [redacted] On the other hand, plans for the construction of the northern section of an Autobahn circuit around Berlin were available before World War II. As the projected course of this Autobahn circuit is partly used by the rail freight circuit, the projected Autobahn would have to follow another course. The canal referred to by source is the Paretz-Müdermühendorf canal west of Berlin. The completion date for the canal has been fixed for early August 1952.

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